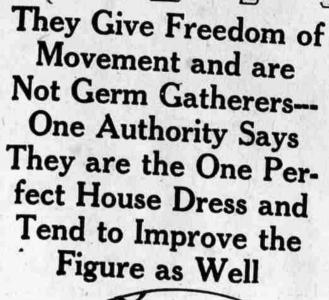
# ine leature Sect







will be happier, because of the sense of muscular freedom. In all matters of reform a woman should think not only of herself but f happy, healthy human being, good the advancement of civilization and the betterment of the human race. Every effort to make oneself stronger is that much assistance to future generations. Consider new ideas and, if possible, accept them. But for the love of fairness and justice, do not stand among the scoffers who, possessing no beauty them-

"Is life getting the best out of

hose connections and can concentrate six streams on any one sec-

tion in less than no time. A dozen

or so hand pumps are also scattered

about the decks. The crews are

drilled once or twice on each voy-

age, so that every one of them is familiar with the station he should

be observed should a: . rm be

Thirty or forty years ago fire

take and the discipline in

sounded.

freckles or warts or other horrible blemishes! It should be the pleasure as well as the duty of every woman to make herself a joyous, to the eyes, pleasant to the ears, and inspiring every delicate, appreciative response of the spirit. Belong not to the indolent band that is getting the best out of life, but join the ranks of those who ask themselves:

# Fighting Fire With Gas

One day a forty-ton tugboat was cruising in the lower bay, just outside the Hook, looking for a schooner. In some way the tug caught fire. The crew tried to put out the flames. but finding that they could not conquer them, the boat was headed for the Romer Shoals. The tug struck a shoal, heeled over and sank, but not before the small crew could launch a boat and escape from the burning, sinking wreck. They were picked up later by a passing ship they have secured other jobs they have probably forgotten about this week-old episode by this time. was but an incident in the life of those who win their living from the Small and unnoticed as this dis-

aster was, it reproduced in minia-

ters of the sea as did any other form of shipwreck. It was the most dreaded of all marine disasters. Today, according to the latest maritime statistics, it causes annually less than 6 per cent of the casualties at sea. Only 12 of the 275 vessels that were totally lost last year were destroyed by fire or explosions.

In the beginning the seafarers fought fire with water. A few years ago live steam began to be used to smother the flames. Both these means tended to injure the cargo. So, within the last three or four years the use of gases has become more and more general to put out fires. The latest application of this principle in extinguishing fires is a machine which most boats carry that is used for disinfecting by means of sulphur. In the event of fire occurring the pipes carrying the sulphur gas are run between the generator and the place that is burning. One line of pipes forces the gas in, another draws it out with the heated smokecharged air. This system of circulation is kept up until not only is the fire extinguished, but the compartment where it occurred is as cool and free from smoke as any other in the ship. The cargo is damaged only where the flames may have scorched it in the beginning.

A steamer from China that reached New York recently with a cargo of tea, curios and matting was an example of this system of amothering fires without damage to the merchandise. The fire started in the matting, probably from spontaneous combustion, and made a tremendous smoke. As soon as it was discovered the crew began pumping the sulphur gas into the compartment. If they had used water it might have damaged some part of the enormously valuable cargo. As it was the underwriters got off with a triffing loss instead of one of half or three-quarters of a million dollars.

Boats that carry soft coal are especially likely to take fire. Incredibly fine dust is held in suspension in the air between decks, and a spark coming in contact with this would cause an explosion and the following flame as quickly as if it had encountered the vapor of gasoline. Such boats naturally are especially well fitted with the most modern of fire extinguishing appa-

We often feel sorry for the rich. There is Rockefeller, for instance; he once had as much hair as any-

"While my daughter was playir the piano last night a gentlen knocked at the door and asked As allowed to give her five shilling "Was he such an ardent . I

"No; he said he merely ga thank-offering because he was live next door to us."

Farewell, petticoat and sloppy dressing jacket! Adieu, thou saddle for humankind which we call a corset! Begone, most hideous of all raiment, the dragging germ-gathering kimono! Welcome, pajamas!

"To be sure, I wear them," confessed an applicant for health and pulchritude. Why not? We all know that, in the matter of responsibilities of the home, the gentleman housefrau wears the trousers. Why not in fact? 'Tis a jolly notion, and as for convenience-ho, hum, a step ladder has no terrors and to juggle the furniture is an athletic joy. It's a bit of a shock to the grocery boy when he comes in with his load of larder provisions, but a shock is good for his system; it stimulates his circulation. In time he'll get used to it. One can resort to the bathrobe when the door bell rings. and so save sensitive souls from sudden fright."

## LIKE CHARMING CHINESE LADY.

The wearing of pajamas is no

longer a fad; it is an institution. No woman who adopts them will return to the ugly kitchen apron, nor hinder the free movement of her body with dragging lengths of gingham. She has a freedom the happy like of which she has never known. The family will smile at first, feeling a bit strange in the society of the little Chinese lady who has suddenly appeared among them, but in time they will declare that she is a cunning creature and pleasing to the

Without doubt she is vastly more charming to look upon than when arrayed in the strange, weird combinations that women devise for bourework-odd skirts and waists, perhaps, or petticoat and cast-off bodice finery, or house frock bad'y frayed. As for comfort, there is nothing like it. No pinching belts about the waist. Freedom to bend and move. Nothing to catch and rlp when arms are lifted. Best of all treathing deep and full. Domestic

is so much more important than perts declare without reservation that the history of woman's dress affords a forcible demonstration that the fundamental cause of the inferior physique and lowered vitality of the modern woman is to be found in unhygienic garments, not only those she wears but those that have been worn by her ancestors for centuries back. Powerful and classic physiques still exist among the savage races; only the fashionable woman dresses like a barbarian.

### A STEP TOWARD BETTER HEALTH.

As far back as 1265 the corset was worn. In the twelfth century the author of "St. Thais" wrote that the fashionable ladies of France were so tightly laced they could not even bend their arms-to say nothing of their poor shackled bodies. Peter the Great said that the ladies of his court wore robes stretched so tightly over their bodies that they could scarcely breathe. The forerunner of the corset was the band or girdle worn by the Greek and Roman women, and from that day to this the crusade against unnatural and hideous binding of the human soning availed not at all until the arrival of the modern straight-front corset, which goes to show that reforms in which the beauty of women is a factor are slow, Indeed. Was

# WASP WAIST

HAS ITS STING. distorting all the soft, graceful lines of the body. Worse still, it lowered the vitality of the civilized races. If pajamas will help along the good work let every woman get out her scissors and a piece of shambray and make herself a beau-

work is exercise instead of drudg-

The question of comfortable dress women imagine. The hygiene ex-

# it beauty? Not at all.

It was a matter of perverting and

Whalebone stays arrived in Queen

body has continued. Protest and rea-

Elizabeth's time. That was lacing for fair.

The wasp is such an impolite bird one wonders why a human being should want to resemble him. But the slender waist took hold of the human mind at that date and kept its influence until a few years ago.

It is interesting to know that a corset worn ordinarily tight cripplea the lungs to the extent of onefifth of their entire capacity. This means a pale complexion, lips that are far from healthy crimson, eyes that lack luster and all manner of physical depletion. Another result is increased rapidity of the heart action, more frequent respiration and therefore greater wear and tear on

the human system. Many a woman suffering from billiousness, sailow complexion and headaches is paying the penalty of years of tight lacing which caused direct pressure on the

There have been cases mentioned in medical records in which the left lobe of the liver has been nearly separated from the right by the pressure of the ribs curved in from constant wearing of corsets. In many cases the stomach is pressed down below its normal level and

there is prolapsus of the kidneys. The hygienic corset of today will not do any special injury, but every moment that the figure is unbound and absolutely unshackled is that much aid to a woman's health and vi-

Hence palamas.

# THEY'RE RECOMMENDED FOR HOUSE WEAR.

The National Dress Reform League recommends this costume for the house. Any woman of good judgment will accept it as a delightfully comfortable garment. She will be more likely to breathe properly and deeply when the body is free from bands and beits. Her work

will be less tiring. The housekeeper will be surprised to find how much more easily she can move about, climbing to a window seat without catching her heel ture almost every feature that accompanies the burning of a bigger ship in the middle of the sea. Since the coming of steel and steam, manipulated by science, fire at sea is not looked upon with such terror as of old. The big boats nowadays are equipped with the latest devices for smothering it or keeping it within bounds. It would be almost impossible, for instance, for fire to break out on a transatlantic liner and to gain any headway without being detected. The interior of the ship is divided into many water and air-tight compartments. If a fire occurs in any one of them the electric signals give instant warning of the rise in temperature. The bulkhead doors are clanged shut. Steam or water or gas is forced into the place where the flames are and they are smothered quickly. As a gen-